

property and mail between a point or points in the United States and a point or points in the Cayman Islands, via certain intermediate points. Sunworld requests that its authority be renewed for an indefinite period.

*Docket Number:* OST-95-676.

*Date Filed:* June 6, 1997.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* July 7, 1997.

#### *Description*

Application of Falcon Air Express, Inc. pursuant to 14 C.F.R. 302.4 and Subpart Q of the Department's Regulations, applies for an amendment to its certificate of public convenience and necessity to the extent necessary to lift the "one aircraft" limitation for domestic and international charter and sub-service transportation.

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**Paulette V. Twine,**

*Chief, Documentary Services.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### **Burlington International Airport, Burlington, Vermont; Noise Exposure Map Notice**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by Burlington International Airport under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) and 14 CFR Part 150 are in compliance with applicable requirements.

**EFFECTIVE DATE:** The effective date of the FAA's determination on the noise exposure maps is June 5, 1997.

**FOR FURTHER INFORMATION CONTACT:** John Silva, FAA New England Region, 12 New England Executive Park, Burlington, Massachusetts 01803.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA finds that the noise exposure maps submitted for Burlington International Airport are in compliance with applicable requirements of Part 150, effective June 5, 1997.

Under section 103 of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict noncompatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport.

An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the Requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to Title I of the Act, may submit a noise compatibility program for FAA approval which sets forth the measure the operator has taken or proposes for the reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by Burlington International Airport. The specific maps under consideration are Figures 11.A and 11.B, Base Year (1997) Land Uses by Jurisdiction, and 12.C and 12.D, Future (2002) Year Land Uses by Jurisdiction (Declared Distance), each of which is published in "FAR Part 150 Noise Exposure Map Update; Burlington International Airport", dated May 23, 1997. FAA has determined that these maps for Burlington International Airport are in compliance with applicable requirements. This determination is effective on June 5, 1997. FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of

FAR Part 150. Such determination does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program. If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under section 103 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 107 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator which submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 103 of the Act. The FAA has relied on the certification by the airport operator, under section 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

Copies of the noise exposure maps and of the FAA's evaluation of the maps are available for examination at the following locations:

Federal Aviation Administration, New England Region, Airports Division, 16 New England Executive Park, Burlington, Massachusetts 01803

Burlington International Airport, 1200 Airport Drive #1, South Burlington, Vermont 05403.

Questions may be directed to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT**.

Issued in Burlington, Massachusetts, June 5, 1997.

**Vincent A. Scarano,**

*Manager, Airports Division, New England Region.*

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